

GENERAL NOTES

See Concrete Bridge Approach Pavement standard drawings for location and type of expansion joints.

The joint opening shall be formed just prior to placement of the pavement approach. The material used to form the joint opening shall be removed after the pavement approach has been in place for a minimum of six days.

Cleaning and construction of the joint shall not begin until the concrete in the approach slab has cured a minimum of 7 days.

The joint shall be thoroughly cleaned by sandblasting and by high pressure air blast to remove all laitance and contaminants from the joint. When any part of the joint is shaped by saw cutting in lieu of forming, a water blast shall precede sandblasting and air cleaning.

Sandblasting shall be accomplished in two passes to clean each face of the joint (one pass for each face). The nozzle shall be held at an angle to the joint face and within 1 to 2 inches of the face.

Any contaminants such as oil, curing compound, etc. shall be removed by sandblasting to the satisfaction of the Engineer. Solvents, wire brushing, or grinding shall not be permitted.

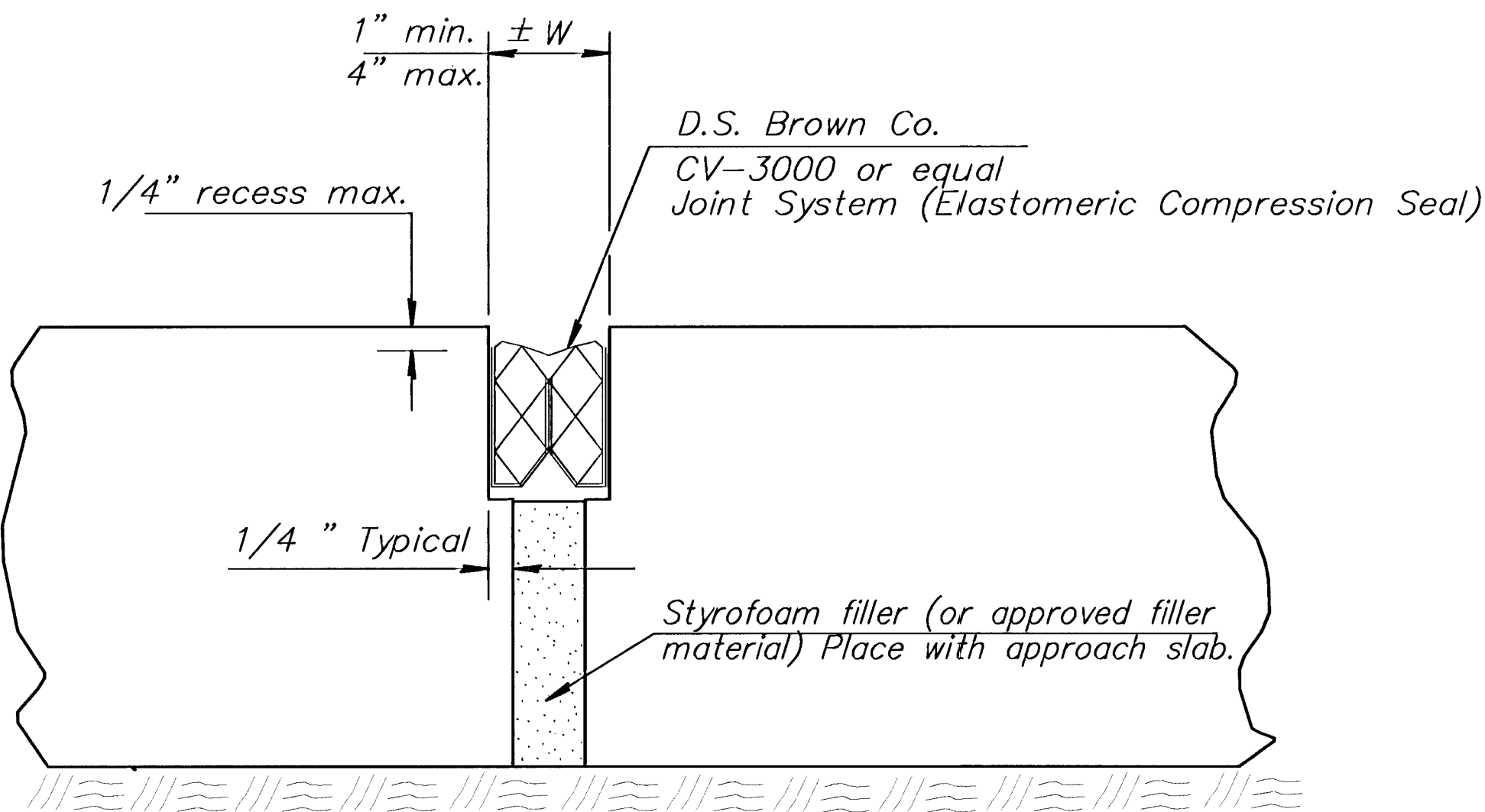
The joint shall be air blasted just prior to installation of the backer rod. The air compressor used for joint cleaning shall be equipped with trap devices capable of providing moisture-free and oil-free air. Recommended pressure is 90 psi. Immediately prior to installation of the backer rod, the joint shall be spot checked by rubbing a finger on the face of the joint to determine that residual dust or dirt has been removed. It is required that the Engineer inspect the joint immediately prior to installation of the joint material.

Traffic shall not be allowed on the joint for a minimum of 3 hours unless otherwise directed by the Engineer.

The cost of all bars and joint material shown on this sheet is to be included in the bid price for Concrete Pavement. All work shall be done in conformity with the Standard Specifications applicable to the project.

At each planned transverse joint location, a 4 to 6 inch wide strip of the pavement surface shall be protected from the texturing operation to provide a transverse textureless surface centered over the joint sawcut. All joints on this project shall be sawed and filled with sealant in accordance with Standard Specifications.

All work and materials necessary for the preparation, construction, and installation of the joint will be subsidiary to the concrete approach pavement.

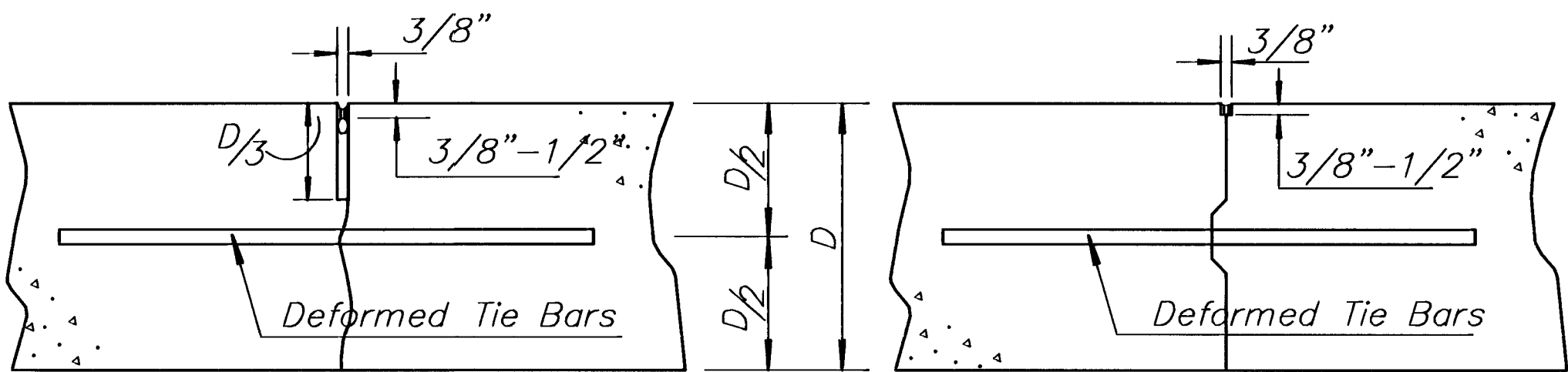


TYPE D

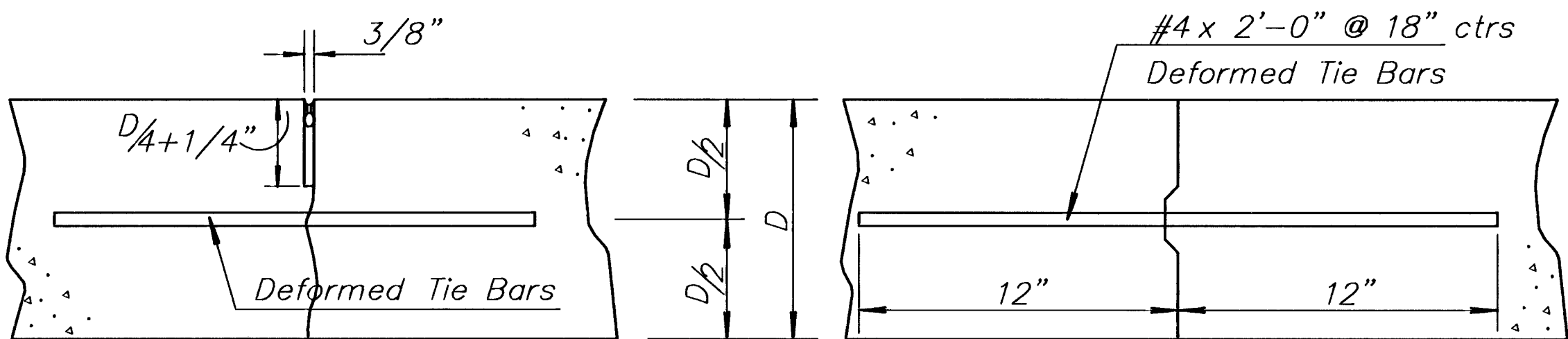
TYPE D

A joint will be provided as shown in the details. The seal will be recessed 1/4" below slab grade. The seal will be a "Joint System (Elastomeric Compression Seal)". The seal shall be installed as per product specifications to provide a watertight joint throughout the roadway. See K.D.O.T. Specifications.

If the finished joint will be spliced, an epoxy adhesive shall be used to provide a watertight seal at the splice.



LONGITUDINAL JOINTS



TRANSVERSE JOINTS

Note: A construction joint is required when the concrete placement has been interrupted for a substantial length of time or at the end of a day's placement.

3					
2					
1					
NO.	DATE	REVISIONS	BY	APP'D	
KANSAS DEPARTMENT OF TRANSPORTATION					
EXPANSION JOINT DETAILS (BRIDGE APPROACH SLABS)					
FHWA APPROVAL			APP'D		
DESIGNED	DETAILED	QUANTITIES	TRACED		
DESIGN CK.	DETAIL CK.	QUAN. CK.	TRACE CK.		